EAST VILLAGE
PEDESTRIAN CONCEPT DESIGN STUDY

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CPD 13. 1986
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Prepared for the City of Calgary Planning & Building Department
March 1986

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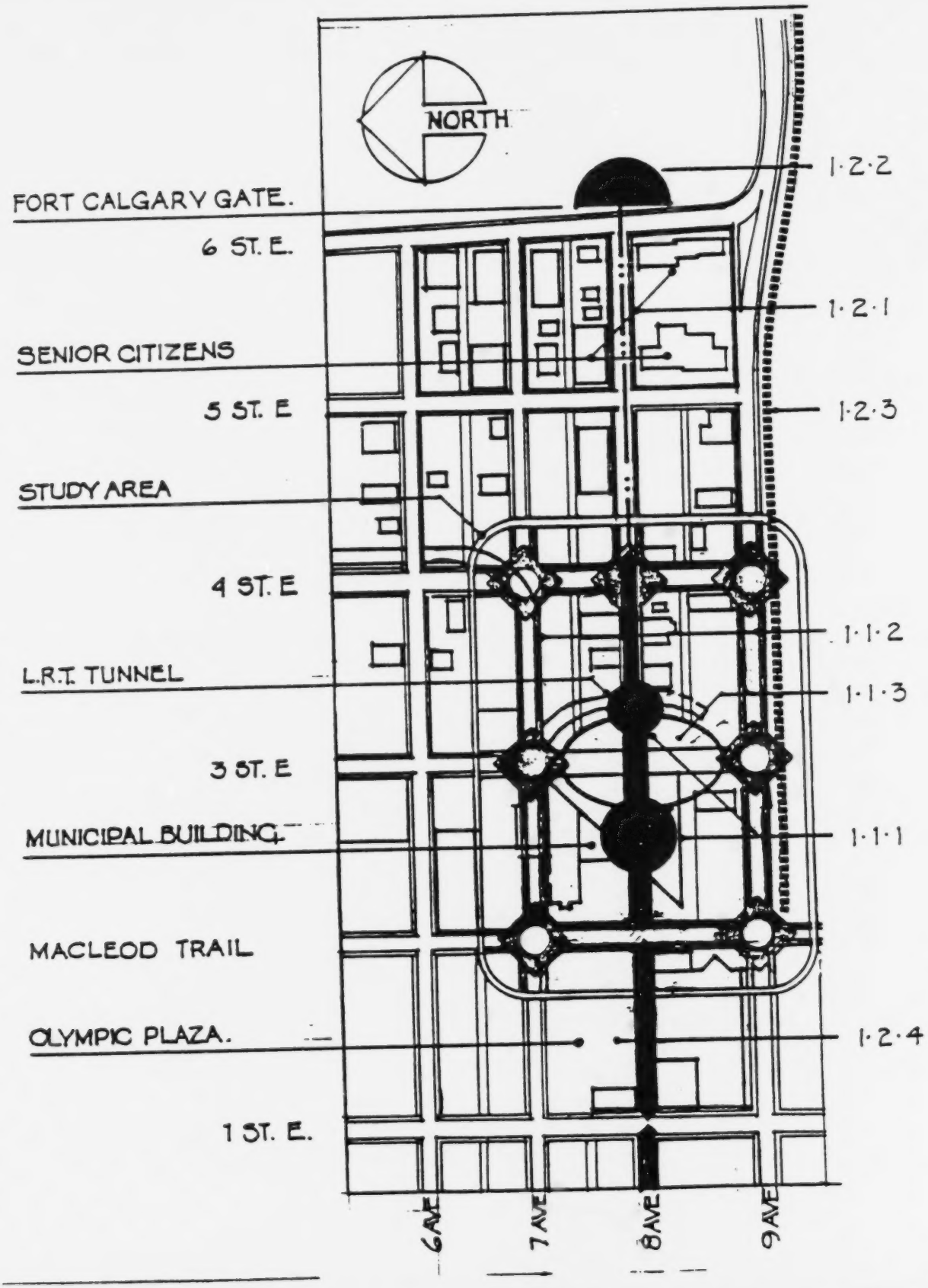
SUMMARY OF FINDINGS AND RECOMMENDATIONS


NORTH
FORT CALGARY GATE.
6 ST. E.
SENIOR CITIZENS
5 ST. E
STUDY AREA
4 ST. E
L.R.T. TUNNEL
3 ST. E
MUNICIPAL BUILDING.
MACLEOD TRAIL
OLYMPIC PLAZA.
1 ST. E.
6 AVE
7 AVE
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1.0.0 SUMMARY OF FINDINGS AND RECOMMENDATIONS

1.0.1 Stephen/8th Avenue South historically has been Calgary's most significant pedestrian street. All plans from Mawson's 1914 Plan to the recent City Hall Area Redevelopment Plan have reinforced the importance of Stephen/8th Avenue as an east/west connecting axis, from Mewata Park in the West to Fort Calgary in the East.

1.0.2 The East-End of Calgary's downtown has, for a long time, been uninviting to the majority of Calgary's citizens. In 1957, the City initiated programs to improve the situation which is successful even though only partially complete. The eastern portion of the East End, which includes half of the study area between 3rd Street and 4th Street East, and part of the East Village, are the only segments which have yet to be addressed.

1.0.3 Many groups, public and private, have commented on this area. Their consensus are the economic and socially sensitive physical issues of:

1. the low quality of the pedestrian environment
2. the lack of sufficient, convenient and efficient pedestrian connections to the surrounding area.

1.0.4 The resolution of these issues is a pre-requisite to successfully re-establishing east/west free flow pedestrian movement, the successful revitalization of the East Village, and thereby the realization of the City's East-End redevelopment efforts.

1.1 This report recommends:

1.1.1 The reconnection of Stephen/8th Avenue as the primary pedestrian link through the study area. This includes minor improvements through the Municipal Plaza and Municipal Building +12 level; a 25' wide +15 bridge from the Municipal Building to the LRT tunnel portal; a highly visible "Gate" overpass, including elevator, across the LRT tunnel portal descending to Stephen/8th Avenue; and sidewalk improvements along Stephen/8th Avenue from the "Gate" to 4th Street East.

1.1.2 Sidewalk improvements along 7th and 9th Avenues, through the study area, from 3rd Street to 4th Street S.E.

1.1.3 Improving "Municipal Plaza East", from 3rd Street to the LRT tunnel entry. This includes landscaping, upgrading the short-term parking areas and constructing diagonal pedestrian connections, from the intersections of 3rd Street East with 7th and 9th Avenues East to Stephen/8th Avenue East, east of the LRT tunnel portal.

1.2 It is further recommended that outside of the study area consideration be given to:

1.2.1 Extending the Stephen/8th Avenue, 7th Avenue and 9th Avenue East, improvements from 4th Street East to Fort Calgary,

1.2.2 Encouraging Fort Calgary Society to develop a high profile gateway entry on the Fort Calgary site, at the eastern terminus of Stephen/8th Avenue,

1.2.3 Encouraging the C.P.R. to develop a continuous, naturally landscaped buffer strip along the South Side of 9th Avenue East from MacLeod Trail to the Elbow River,

1.2.4 Retaining the primacy of Stephen/8th Avenue axis through the Olympic Plaza area and restricting visual barriers which might hamper a clear viewing of the Municipal Building entry doors.

1.3.0 The projected range of costs for the Stage I improvements is $2 - $3.5 million dollars.

This includes:

Ground level improvements:	$ 600,000 to $ 900,000
East Village Gateway:	$ 700,000 to $1,200,000
Bridge:	$ 700,000 to $1,300,000
Municipal Building Modifications:	$ 50,000 to $ 100,000

The cost estimate range was based on a preliminary investigation of comparable structures and improvements undertaken by the City. They include:

. A +15 bridge, 25' wide by 166' long, enviromentally controlled, comparable in quality to a first class downtown +15 bridge,

. The "Gate" is a 70' by 66' structure with one elevator. It is environmentally controlled and comparable in quality to a LRT South Station,

. Grade improvements include sidewalk widenings, quality paving, lighting, landscaping and street furnishings, incorporated into all the avenues and streets in the study area and the Municipal Building East Plaza site.

. Miscellaneous modifications to the Municipal Building Plaza. these will include signing, lighting and minor adjustments to ensure the clarity of the continuity of Stephen/8th Avenue right-of-way through the Municipal Building site.

INTRODUCTION

2.0.0 INTRODUCTION

The report has been written in accordance with the terms of reference approved for Stage I by the Board of Commissioners on September 17,1985 and extended during the course of meetings with community representatives in accordance with "East-End Pedestrian Bridge Objectives and Guidelines for the Concept Design Study" prepared by the Planning and Building Department of September 25th,1985.

We believe the implementation of this report's recommendations will, in large measure, solve the currently identified problems and be a catalyst for the ultimate realization of a comprehensive East-End solution.

2.1.0 DEFINITIONS OF TERMS USED

"interim"-	Development with a probable useful life of up to 20 years.
"ultimate"-	Development thought to have a useful life of more than 20 years.
"Stephen/8th Avenue"-	The 8th Avenue right-of-way extending from 14th Street S.W. to 6th Street S.E.
"East-End"-	The area bounded by the Bow River and 9th Avenue, roughly 3rd Street East to 6th Street East south of 4th Avenue, and from MacLeod Trail to 6th Street East, north of 4th Avenue.
"East Village"-	The area bounded by the LRT tunnel entry, Fort Calgary, 9th Avenue and the Bow River.
"A.R.P."-	The East Village Area Redevelopment Plan initiated in January 1986.
"The Study Area"-	The area bounded by MacLeod Trail, 4th Street East, 7th and 9th Avenue. The connecting link between East Village and Olympic Square.
"Municipal Plaza East"-	The area extending East of the Municipal Building to the LRT tunnel entry. The centre of the study area.

2.2.0 THE ASSIGNMENT

2.2.1 CITY COUNCIL:

City Council's instructions, based on the Commissioner's Report of July 15,1985 and the subsequent Standing Policy Committee of Operations and Development recommendation to Council, is as follows:

1. Direct the Administration to Proceed with the design of a pedestrian bridge with input from representatives of the East-End Village A.R.P. Committee

2. Authorize the Administration to proceed with the bridge design, with $40,000.00 being allocated from the +15 Reserve Fund, to program #886 for this purpose

3. That Council commit to construct this bridge with a request that funds be included in the 1986 budget

4. That the bridge designers investigate the design of a direct access to the overpass across 3rd Street S.E. linking into the Municipal Building at the 8th Avenue access, and report back to Council through the Standing Policy Committee on Operations and Development with respect to design solutions, access and timing.

2.2.2 BOARD OF COMMISSIONERS

To facilitate implementation of City Council's decision of July 29,1985, the Board of Commissioners outlined the following scope of services to be provided in Stage I of the consultants assignment:

1. Collect and organize information

2. Document current concerns and restraints and formulate specific parameters for a Stage II program which will determine and present the appropriate solution.

2.2.2 BOARD OF COMMISSIONERS (Continued)

The scope of services to be provided shall be as follows:

- Review past and current reports and plans relevant to the area,
- Meet with relevant City resource staff
- Assemble and prepare base graphic material
- Site visits
- Report preparation

2.2.3 PLANNING AND BUILDING DEPARTMENT

The Planning and Building Department's outline of the objectives and guidelines for the study was prepared in accordance with City Council's instruction, and submitted to the Study Project Manager. This included:

1. Considering Planning and Building Department representatives and the East-End A.R.P. Committee as the study's clients

2. Developing a pedestrian linkage system in the western boundary area of the East-End area in an attempt to overcome the existing physical obstacles which hinder the integration of this area with the rest of downtown

3. Re-establishing a significant east/west axis between the Downtown and the East-End, and to this objective, to developing an improved pedestrian linkage system along 8th Avenue from the Stephen Avenue Mall, the open space north of the Calgary Centre for Performing Arts, the Municipal Plaza and Building, through to Fort Calgary

2.2.3 **PLANNING AND BUILDING DEPARTMENT** (Con't)

4. Providing for a safe, convenient and attractive pedestrian gateway to the East-End which:

- Reinforces continuity of the pedestrian system,
- Ensures good visibility and minimizes steps and ramps for grade-separated pedestrian connection(s),
- Provides high-quality open space and landscaping treatments in the appropriate amounts and locations for project users and viewers, considering factors of comfort, efficiency, security, human scale, visual interest and amenity.

2.2.4 During the course of the study, the primary focus remained within the pre-defined boundaries. However, because of strong representations by the East Village community, it was necessary to investigate, develop and illustrate conceptual proposals in some detail for the areas west of the Municipal Building to 1st Street East, and from 4th Street East to the western edge of Fort Calgary.

2.3.0 **PREVIOUS PLANNING**

The concept plan for the study area is a continuation of an extensive East-End planning process which began with the 1967 urban renewal schemes, extended by the 1982 City Hall Area Redevelopment Plan and a 1982 City Planning Department Study of the feasibility of a bridge across the LRT tunnel portal.

2.4.0 STUDY OBJECTIVE

The prime study objective of the consultant was the preparation of an urban design concept and an implementation strategy which could guide the incremental development of quality pedestrian infrastructure from Olympic Plaza to the East Village. One which would be appropriate, in scale to the importance of Stephen/8th Avenue's role in the downtown, which would support the successful resolution of City Council's long-term redevelopment efforts in the revitalization of the East-End.

2.5.0 STUDY PROCESS

2.5.1 The first stage in the study process included:

1. The collection and review of all past and current reports and plans
2. The assembly and preparation of basic graphic material
3. The identification and, where possible, the gathering of missing information
4. Site visits, meetings and discussions with relevant city resource staff and related area consultants
5. The preparation of a preliminary report and presentation to interested citizens groups identifying the concerns and basic design alternatives with respect to the study area and its surroundings
6. The evaluation of the alternatives and the selection of a preferred concept.

2.5.2 In the second stage of the processs, the preferred alternative was developed and illustrated. It was presented to and reviewed by the relevant city resource staff and citizens groups.

2.7.0 ASSUMPTIONS MADE

2.7.1 STEPHEN/8TH AVENUE

Current City Council policy calls for the re-establishment of a significant east/west axis from MacLeod Trail to East of the LRT tunnel entry along the Stephen/8th Avenue right-of-way.

2.7.2 THE MUNICIPAL BUILDING EAST PLAZA

1. Its ultimate land use has not, and will not, be determined in the near future

2. When developed, it will incorporate its major public use generators at the +15 level abutting the Stephen 8th Avenue right-of-way

3. In the interim period, it has a significant role as a visual and environmental bridge between the East face of the Municipal Building and East Village, and as a primary place of vehicular arrival to the City Hall Complex.

2.5.3 In the third stage of the process, the conceptual plan and implementation strategy was refined. This was reviewed by the City Technical Committee and the Community Advisory Committee.

2.5.4 In the last stage, this report was prepared in consultation with relevant City resource staff.

2.6.0 ASPECTS INVESTIGATED

Listed below are the principal items investigated during this study:

1. The physical features required to re-establish an appropriate east/west axis between Olympic Plaza and Fort Calgary

2. The physical features required to ensure a comfortable, convenient and attractive pedestrian environment through the study area

3. Development strategy with sufficient flexability to enable the initial program to proceed incrementally while ensuring the possibility of integration with future developments

4. At-grade pedestrian linkage alternatives

5. A pedestrian overpass across the LRT tunnel portal along 8th Avenue S.E.

6. A pedestrian overpass across the LRT portal and 3rd Street S.E., linking into the new Municipal Building

CONTEXT

3.0.0 THE CONTEXT

The study area's strategic location, makes it the most significant link between Olympic Plaza and the East Village.

3.0.1 STEPHEN/8TH AVENUE

Stephen/8th Avenue, the downtown's major east/west pedestrian street, until recently, was also the primary pedestrian route to the East-End. The new Municipal Building and the South LRT line closed off Stephen/8th Avenue at two points; between MacLeod Trail and 3rd Street, and between 3rd and 4th Streets East. Provision was made, through the new Municipal Building's +15 level lobby, for pedestrian movement on approximately the original Stephen/8th Avenue right-of-way.

3.0.2 EAST-END

The East-End of Calgary's downtown, has for a long time, been uninviting to the majority of Calgary citizens. In 1967, the City initiated a program to improve the situation, which is successful even though partially complete. The eastern portion of the East-End, which includes half of the study area between 3rd Street and 4th Street East and part of East Village, are the only remaining portion to be addressed.

3.0.3 EAST VILLAGE

The problems of the East Village are similar to those previously experienced in the rest of the East-End, before the City's redevelopment efforts were realized. The area is still perceived, by the general public, to be uninviting. Its fortunes in the 1980's were further frustrated by the blocking off, from the West, of its basic and traditional access along Stephen/8th Avenue.

3.0.3 **EAST VILLAGE** (Continued)

The prospects for the resurgence of the East Village area, except for the limitation of its western access and public imagery, are better than they have been for many years. The surrounding areas have been significantly upgraded recently. Fort Calgary and the Zoo to its east, have now become quality civic institutions. The realization of the Riverbank improvement program on its north boundary, and the intense redevelopment immediately to its west, have created strong peripheral conditions.

3.1.0 **THE PRIMARY STUDY AREA**

The study area, bounded by MacLeod Trail to 4th Street East and 7th Avenue to 9th Avenue, is made up of three sections. The Westerly half is dominated by the new Municipal Building. The Eastern half is bifurcated by the LRT tunnel entry. To its west is 3rd Street East and the Municipal Building-related-short-term parking lots. To its east are the last remnants of the East-End's commercial strip. The character of the few remaining buildings, reflect Calgary's early commercial history.

They have two major themes; isolation and poor public environment. "East Village is completely isolated, cut off from the rest of downtown"; "City Hall is showing its backside to the area"; "What they did to 8th Avenue is ruining my business"; "The area is dark and fearful"; "The City will have to take quick, remedial measures to prevent the East-End from deteriorating even further and to make it attractive for eventual redevelopment."

3.1.1 GRADE-LEVEL PEDESTRIAN SYSTEM

Historically, the study area's original four blocks were a vital part of Calgary's East-End and a business-lined 8th Avenue was the primary pedestrian connector and focus. Today, pedestrian access and the quality of the pedestrian environment, through the study area to the surrounding districts, is below the basic standard provided in the other parts of downtown Calgary.

3.1.2 +15 SYSTEM

The +15 network in the East-End, west of 3rd Street, is very continuous and comprehensive, The new Municipal Building, because of its +15 entry treatment, limited hours of access, interior finishes and spatial treatment is now perceived to be the eastern terminus of the +15 system and Stephen/8th Avenue. However, the generous transition of Stephen/8th Avenue from grade to the +12 level and its intersection with the North and South +15 walkways through the Municipal Building, provide an opportunity for the logical extension of Stephen/8th Avenue at the +15 level, through the building eastward.

To make the extension of the +15 pathways, through the Municipal Building, accessible and recognizable, requires minor modifications to the West entry and the lobby area to articulate the building's specific activity areas from the pedestrian through routes. It also requires extended hours of opening. These modifications must ensure that the building security does not become unduly compromised.

3.2.0 EXISTING PEDESTRIAN COUNTS

There is a daily population of approximately 25,000 within a 1/4 mile radius of the study area. There is limited documentation of the east/west pedestrian movements across 3rd Street. A pedestrian traffic count, in late 1985, indicated approximately 2,000 daily pedestrian crossings at 7th Avenue and 3rd Street.

3.2.0 **EXISTING PEDESTRIAN COUNTS** (Continued)

The two routes used by East Village senior citizen residents to Stephen/8th Avenue, west of MacLeod Trail, are via 7th and 9th Avenues East. The intersection at 3rd Street and 7th Avenue, where the LRT train emerges to the surface, has its continuity interrupted and because of the visual disorder is perceived by the senior citizens to be dangerous. The preferred alternative is 9th Avenue. However, it is also considered a substandard and hostile pedestrian environment due to the deterioration of its paving, its adjacency to a heavily used vehicle route and the poor visual quality of its surrounds.

3.3.0 **RESTRAINTS TO THE REALIZATION OF THE AREA'S POTENTIAL**

1. The lack of a safe, convenient, comfortable, pleasant, pedestrian environment which provides access to, and through, the study area

2. Past and negative imagery

3. A hesitation by both the public and private sectors to take the redevelopment initiative because of the uncertainty of each others commitments

CONCEPT

4.0.0 THE CONCEPT

The overall concept has two foci:

1. The enhancement of the continuity and quality of the pedestrian movement, with special emphasis along the Stephen/8th Avenue right-of-way,

2. The definition and enhancement of the study and East Village areas

The various components of the concept are viewed as phases of an ultimate senario which could be developed in various stages, to reinforce the image of East Village.

Within the study area, the prime features of the initial phase of the concept are the extension and reinforcement of the existing grade-level and +15 pedestrian walkway system. It includes:

4.1.0 BUILDING PROGRAM

4.1.1 GROUND LEVEL PROGRAM

1. GATEWAYS AND VISUAL ENCLOSURES

The development of the first of two functional and symbolic gateways to visually define the various study areas such as Fort Calgary, East Village and the Municipal Building East Plaza.

2. 7TH AND 9TH AVENUES

The upgrading of the 7th and 9th Avenue sidewalks and edges from 3rd to 4th Street East to pedestrian standards, responsive to the needs of senior citizens. It would involve paving surfaces, lighting, signing, pedestrian crosswalk development, signalization, planting, seating and treatment of adjacent land uses.

3. STEPHEN/8TH AVENUE

The ground level development of the Stephen/8th Avenue:

- from 4th Street East to the LRT tunnel:

  This includes the same standard of upgrading as for 7th and 9th Avenues, with an increase of the sidewalks width dimension.

- from Stephen Avenue West of the MacLeod Trail to the entry of the Municipal Building:

  The objective is to ensure that the user's dominant perception is one of the continuation of the Stephen Avenue Mall, and not the perception that the Olympic Plaza of the Municipal Building is its termination. This includes the assurance of clear visibility along Stephen Avenue to the Municipal Building west entry doors, the development of significant cross-walks at MacLeod Trail, and the continuity of lighting and signage to the Municipal Building's west doors.

4. EAST VILLAGE/NORTH-SOUTH SIDEWALKS

The upgrading of the north/south sidewalks, in the study area between 7th and 9th Avenues, and their edge improvements to the same standard as those along 7th and 9th Avenues.

5. MUNICIPAL BUILDING EAST PLAZA

The up-grading of Municipal Building East Plaza. This component includes the modification of 3rd Street S.E.; the upgrading of the parking area east of 3rd Street to the LRT tunnel cut; the improvement of the LRT/Pedestrian intersection at the corner of 3rd Street and 7th Avenue; pedestrian access from the intersections of 3rd Street and 7th and 9th Avenues to 8th Avenue East on the side of the LRT tunnel cut; and the acquisition of a 25' property abutting the south side of 8th Avenue immediately adjacent to the tunnel cut.

4.1.2 +15 LEVEL PROGRAM

1. EAST VILLAGE/MUNICIPAL BUILDING EAST GATE

The gate to be located at the intersection of Stephen/8th Avenue Mall and the LRT tunnel cut, provides both functional access over the LRT line cut barrier as well as defining the boundary and gateways between the Municipal Building East Plaza and East Village. The design of the gateway is intended to enhance the identity and arrival both to the Municipal Building East Plaza as well as to the East Village.

2. THE +15 STEPHEN/8TH AVENUE MALL BRIDGE EXTENSION

The bridge is the primary connector from the Municipal Building across the Municipal Building Plaza East, to East Village. In its ultimate form, it would incorporate the full approximately 60' of right-of-way of the Stephen/8th Avenue Mall. Since to work as a pedestrian street, in its initial phase, the bridge must be more than a tube to walk through. It would be approximately 25' wide allowing for an activity lined pathway.

3. THE STEPHEN AVENUE MALL LINK THROUGH THE MUNICIPAL BUILDING

There are a number of small, fine tuning requirements necessary to articulate and define the Stephen/8th Avenue Mall right-of-way within the Municipal Building, on an extended-hour basis, from the discrete civic function areas. The elements that are required to be examined are signage, space articulation, lighting, floor paving and ramp access, allowing for grade to +15 access at the east entry and the necessity for modifications to ensure Municipal Building security standards.

5.0 RECOMMENDATIONS

5.1.0 The reconnection of Stephen/8th Avenue as the primary pedestrian link through the study area. This includes minor improvements through the Municipal Plaza and Municipal Building +12 level; a 25' wide +15 bridge from the Municipal Building to the LRT tunnel portal; a highly visible "Gate" overpass, including elevator, across the LRT tunnel portal descending to Stephen/8th Avenue; and sidewalk improvements along Stephen/8th Avenue from the "Gate" to 4th Street East.

5.2.0 Sidewalk improvements along 7th and 9th Avenues, through the study area, from 3rd Street to 4th Street S.E.

5.3.0 Improving "Municipal Plaza East", from 3rd Street to the LRT tunnel entry. This includes landscaping, upgrading the short-term parking areas and constructing diagonal pedestrian connections, from the intersections of 3rd Street East with 7th and 9th Avenues East to Stephen/8th Avenue East, east of the LRT tunnel portal.

It is further recommended that outside of the study area consideration be given to:

5.4.0 Extending the Stephen/8th Avenue, 7th Avenue and 9th Avenue East, improvements from 4th Street East to Fort Calgary,

5.5.0 Encouraging Fort Calgary Society to develop a high profile gateway entry on the Fort Calgary site, at the eastern terminus of Stephen/8th Avenue,

5.6.0 Encouraging the C.P.R. to develop a continuous, naturally landscaped buffer strip along the South Side of 9th Avenue East from MacLeod Trail to the Elbow River,

5.7.0 Retaining the primacy of Stephen/8th Avenue axis through the Olympic Plaza area and restricting visual barriers which might hamper a clear viewing of the Municipal Building entry doors.

IMPLEMENTATION AND COSTS

6.0.0 IMPLEMENTATION AND COSTS

6.1.0 IMPLEMENTATION STRATEGY

The implementation of the initial action program, to up-grade East Village access and to create an environment supportive of private and public enterprise development, is seen as an incremental, extending over the next three year period, to be completed by the 1988 Olympics.

The program of action must be comprehensive and strongly co-ordinated to ensure that monies previously committed, and to be committed by the City, Provincial and Federal governments, and the private sector, add up to more than a scattered, fragmented series of endeavors. For example, already approved and partially complete up-grading programs in the area which affect and are affected by the comprehensive plan are:

1. The Olympic Plaza
2. 3rd Street light upgrading
3. Calgary Parking Authority parking lot on 9th Avenue East of 3rd Street

The planning of the East Village A.R.P., as well as the possible BRZ program, appear to be appropriate vehicles to ensure continuation of momentum and co-ordination of input.

The concept contemplates future development in the study area and East Village will require the capability of enlarging the bridge and integrating it with the future development. (See illustration)

Subject to Council approval of the concept in principle, the following further investigations should be undertaken:

1. detail design development
2. detail cost
3. detail phasing and timing

6.2.0 COSTS

The projected range of costs for the Stage I improvements is $2 - $3.5 million dollars. This includes:

Ground Level Improvements:	$ 600,000 to $ 900,000
East Village Gateway:	$ 700,000 to $1,200,000
Bridge	$ 700,000 to $1,300,000
Municipal Building Modifications	$ 50,000 to $ 100,000

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. The "Gate" is a 70' by 66' structure with one elevator. It is environmentally controlled and comparable in quality to a LRT South Station.

. Grade improvements include sidewalk widenings, quality paving, lighting, landscaping and street furnishings, incorporated into all the avenues and streets in the study area and the Municipal Building East Plaza site.

. Miscellaneous modifications to the Municipal Building Plaza. These will include signing, lighting and minor adjustments to ensure the clarity of the continuity of Stephen/8th Avenue right-of-way through the Municipal Building site.

SUPPLEMENTARY INFORMATION

7.2.0 PROGRAM BENEFICIARIES:

. Fort Calgary: visitors and staff

. Calgary Zoo: visitors

. Tourist Industry: visitors and business community

. East Village residents

. East Village business: patrons and staff

. East Village land owners: City and private

. 1988 Winter Olympics: organizers, visitors and staff

. City Hall: visitors and staff

. Library: users and staff

. Police Department: visitors and staff

. Performing Arts Centre: patrons and staff

. Vocational College: students and staff

7.3.0 DAILY POPULATION: EXTENDED STUDY AREA:

Daily populations compiled as of January 23,1986.

ZONE 1: 1 Street S.E.- 3 Street S.E. 6th - 9th Avenues

Week Day Visitors and Staff: Summer: 16,515
Winter: 16,681

Week End Visitors and Staff: Summer: 11,351
Winter: 11,391

ZONE 2: 3 Street S.E.- 6 Street S.E. 6th - 9th Avenues

Week Day Visitors and Staff: Summer: 4,089
Winter: 3,943

Week End Visitors and Staff: Summer: 3,833
Winter: 3,933

ZONE 3. Fort Calgary

Week day ticketed Visitors and Staff: Summer: 2,511
Winter: 667

Week End ticketed Visitors and Staff: Summer: 4,511
Winter: 867

7.3.1 GENERAL NOTES:

* Information was derived, where possible, directly from sources.

* The City Police Department did a two day study on Wednesday and Thursday, January 8th and 9th.

  120 persons visited their building on these 2 days.

  . 26 people came via LRT - 22%

  . 65 people came via car - 54%
  (no information where they parked)

  . 29 people walked - 24%
  (no information regarding their origin)

* The Performing Arts Centre statistics are based on their estimate of 500,000 users per year.

* The Olympic Plaza projections are based on 5,000 persons attending a planned activity during the regular year and 10,000 persons for any planned activity during the 1988 Olympic Games.

* The Public Library indicated they were planning to expand their facilities within the next three years.

CALCULATION BASIS:

OFFICE SPACE:	250 sq.ft. per employee
RETAIL SPACE:	1 customer per 30 sq.ft. of retail space a 1 staff per 2000 sq.ft.
RESIDENTIAL:	10 persons per 2-3 storey dwelling